

THREE COUNTRIES PLAN AEROPLANE FLIGHT OVER SEA

France, England and U. S. to
Race From Shore to Shore
in Record-Breaking Feat
Sometime Very Soon.

The long-awaited airplane flight across the Atlantic ocean may be accomplished before another month is past. Three governments have been contemplating the flight, and all three have made definite preparations for a start. France, England and America will race for the honors.

A French aviator, Lieut. Fontan, is said to be at Dakar, a cape in Senegambia, on the northwest coast of Africa, from where he will start a flight to South America across the Atlantic. Cape Dakar is the native name for Cape Verde, the westernmost point in Africa. Starting from a point just south of the cape in the French colony of Senegal, Lieut. Fontan will fly 400 miles to the Cape Verde islands. From there his route lies 300 miles to the St. Paul rocks, where a large supply of petrol and other necessities will await him. His final flight will be 400 miles from St. Paul rocks to Pernambuco, Brazil. The entire distance of the flight will thus be 1,100 miles. All along the route, escort ships will accompany Lieut. Fontan in his French Caudron machine.

British Machine to Start.

Meanwhile, a secretly built two-seater, twelve-cylinder, Sopwith plane with a 275-horsepower, Rolls Royce engine, has been shipped to St. John's, Newfoundland, where it will soon start on a trip to the coast of Ireland. The British navy had this plane built in two months of high pressure work with the intention of using it for the first transatlantic trip. This plane will attempt to win the prize of £5,000 offered by the London Daily Mail for the first machine to cross the Atlantic. The Sopwith Aviation company has already formally entered the competition.

The British plane will have Harry G. Hawker as pilot, and Lieutenant Commander Mackenzie Grieve, R. N., as navigator. Maj. A. Partridge, R. A. F., will act as starter.

Distance is 1,900 Miles.

The distance between Newfoundland and Ireland is 1,900 miles, the shortest between North America and Europe. It is expected that the flight will be made in about 15 hours at 120 miles an hour. As yet no provision for naval escorts has been made. However, the fuelage of the machine is so made as to support it on the water. A wireless outfit has also been installed in the machine.

Already a party of airmen and meteorological experts from England are at St. John's taking observations on air conditions. They expect to remain several months making a study of wind currents and meteorological conditions generally through the spring and summer. Members of the party have been assigned to visit various parts of the island to fix on the most suitable point for the observations.

While this work is going on and while the Sopwith plane is nearing Newfoundland, another plane, a flying boat invented by Lieut. Col. John C. Porte and built by the British government, is being sent to St. John's to try the flight across to England. Details of this machine and flight are not yet forthcoming.

Will Try Dirigibles.

Not satisfied with two planes for the venture, Britain is now building two rigid dirigibles. Each will be 500 feet in length and have a capacity of 2,000,000 cubic feet. They will be driven by six engines which will generate 1,400 horsepower, and will have a lifting power of 80, compared with 25 tons, the largest load ever carried by a plane. These planes are not specifically named for the transatlantic flight, but their size and strength make observers conclude that they can be used for no other purpose.

The next nation to be considered is America.

It has been reported that Lieutenant Commander Patrick N. L. Bellinger, commanding the air station of the Fifth naval district, United States navy, has been selected to act as pilot in a transatlantic flight to be begun soon. Lieutenant Commander Bellinger flew over Vera Cruz, Mexico, in 1915, while Mexican snipers tried to shoot him down, thus winning the honor of being the first American to fly under fire.

It is expected that the American flight will be attempted with the naval airplane NC-1, which has been undergoing tests at Rockaway Point, or with another plane of the NC type. This machine has an estimated speed of 80 to 100 miles an hour and a range limited by fuel capacity to 1,200 miles. However, it is expected that the plane will fly 1,300 miles straightaway, then land on the ocean and replenish its supply of fuel and then complete its trip in one other 1,200-mile flight.

Route Not Yet Chosen.

The starting point of America's attempt and the route to be taken have not been definitely decided upon. Bellinger is now inspecting sites along the Nova Scotia and Newfoundland coasts to choose a suitable landing and starting point should the real ocean flight be started from that territory.

The routes considered now include:

A direct flight from Rockaway to Ireland.

A flight from Rockaway to the Azores islands to Ireland.

A flight from Rockaway to the Azores to Spain.

A flight from Nova Scotia coast or St. John's, Newfoundland, direct to Ireland.

A flight from either coast with a stop at the Azores.

If the route from the northern coast is taken the machine will fly from Rockaway to the starting point and be turned up and re-fueled there.

The first place inspected in Nova Scotia by Bellinger was Shelbourne. Whether or not this will prove a favorable spot is not known.

SOCIALISTS RESIGN.

BERLIN, April 11. (By the Associated Press.)—The resignation of the whole socialization commission, which has been rumored for some time, has been formally announced.

This action was due, according to a declaration made public in the Vorwarts by Dr. Kautsky, independent socialist, to the fact that from its birth it had to fight obstructive tactics from the imperialistic economic bureau. It was therefore, unable, it is said, to make proper plans for the socialistic reconstruction of Germany.

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SAVE LAND OF CZECHO-SLOVAKIA FROM STARVATION

Food Sent in February Gets to Destination in Time to Maintain Government Set Up by Patriots.

PARIS, April 11. (Correspondence of the Associated Press.)—After months of starvation and despair prevailed in the new republic of Czecho-Slovakia before the food supplies that country in the latter part of February. It is not known here whether this situation has been relieved to any large extent, but large shipments of flour, milk and other supplies have since been forwarded to Prague and additional foodstuffs were in transit awaiting transportation to the Czecho-Slovakia.

An appeal by Dr. Alice G. Masaryk, daughter of President Masaryk, and head of the Czecho-Slovak Red Cross, written on Feb. 20, pictures the conditions in her country as terrible. American, British and French authorities are endeavoring to respond. It is stated that, unless help arrived quickly, a million children under six years old were doomed to die; that 2,000,000 children up to 14 years were weak from un-

derfeeding and that the mortality among the old and feeble was appalling.

Separated from the allied territories on three sides by Germany and Austria, the Czecho-Slovak republic was even before its birth, ruthlessly and systematically denuded by the Austrians of all foodstuffs and supplies. When hostilities were suspended, there was in Czecho-Slovakia no corn, meat, clothing or medicines. The scanty weekly ration of a pound of flour to each person in Prague, the capital, ceased on Feb. 20. Two-thirds of the cattle and pigs of the country already have been slaughtered and the lack of fat is extreme. The supply of milk was only one-third of normal. More than 80 per cent of the babies of Prague were rachitic, anemic or consumptive. More than half the patients in the children's hospital died of consumption. In the mining districts the position as regards food was still worse. At Klado, 116 of the 165 babies born in 1918 died of consumption. Births throughout the country have decreased one-half and deaths have increased 50 per cent.

Almshouses, maternity hospitals and other charitable institutions can no longer feed their inmates. Nineteen per cent of the infants under one year in Prague, the formerly flourishing city of breweries and arsenal workers, died last year from lack of nutrition. Prices of household commodities have risen 700 to 800 per cent, while wages have increased 200 to 300 per cent. Clothing costs ten times more than formerly and sewing cotton is 100 times dearer than before the war.

These reports show that Prof. Thomas G. Masaryk, the first president of the new Czecho-Slovak republic, who went from New York last winter to assume his duties, faces a Herculean task. Writing to Lady Muriel Paget on Feb. 19, the president's daughter told her: "Father said he hoped you would come. Do come and help us."

Lady Paget has obtained from the French government 10 trucks which the American Red Cross has filled with medical supplies for the Czecho-Slovakia,


and plans to take to Bohemia 20 tons of rice. Recent information, however, states that freight traffic to Bohemia is disorganized and the fear is expressed that the Austrians threaten, "if we are to lose Bohemia, we shall lose her as a corpse," may become a terrible reality.

Prof. Masaryk was in the United States in October last when he was elected president of the new republic of Czecho-Slovakia. On receiving the notice of his election he went to Prague and was inaugurated president July 18, 1918. In the latter part of March it was reported that he had resigned, but this was officially denied by the Czecho-Slovak mission in Washington.

FIVE YANKS DECORATED.

LONDON, April 11.—Five members of the American army medical corps were decorated with the military cross by King George at Buckingham Palace yesterday. The men honored were Captain Paul Preston, C. Salliet, J. Dooling, and W. House and Lieut. H. Alexander.

More than one kind of corn flakes—says Bobby and Post Toasties are the best



WOMEN TO RESTORE ROOSEVELT HOME

Birthplace Purchased With End in View to Make It Popular Shrine.

NEW YORK, April 11. (Sp.)—A fund of \$1,000,000 will be sought by the Women's Memorial Roosevelt association to restore the house, in which Theodore Roosevelt was born and to establish it as an American citizenship center. The building, greatly altered since the time it was owned by the Roosevelt family, was recently purchased by a number of New York women. It is at 28 East Twentieth street, between Broadway and Fourth avenue, and is practically surrounded by tall structures. The intention of the buyers is to restore the house to its exact condition prior to the civil war and to furnish it as far as possible in accordance with the household fittings of that period, following the colonel's own description in his autobiography.

"On October 27, 1858," he wrote, "I was born at 28 East Twentieth street, New York city, in the house in which we lived during the time that my two sisters and my brother and I were small children. It was furnished in the canonical taste of the New York which George William Curtis described in the Potpourri papers. The black haircloth furniture in the dining room scratched the bare legs of the children when they sat on it. The middle room was a library, with tables, chairs, and bookcases of gloomy respectability. It was without windows, and so was

available only at night. The front room, the parlor, seemed to us children to be a room of much splendor, but was open for general use only on Sunday evening or on rare occasions when there were parties. The Sunday evening family gathering was the redeeming feature in a day which otherwise we children did not enjoy—chiefly it away, passing several days of future delight in the treasure, a delight always alloyed with fear that I would be found out and consigned to a very clean closet and kept neat."

The ornaments of that parlor I remember now, including the gas chandelier decorated with a great quantity of cut glass prisms. These prisms struck me as possessing peculiar magnificence. One of them fell off one day and I hastily grabbed it and stowed it away, passing several days of future delight in the treasure, a delight always alloyed with fear that I would be found out and consigned to a very clean closet and kept neat."

NAVY RECRUITS HIGHER.

WASHINGTON, April 11.—Resulting for the navy during the week ending April 3 showed a slight increase over the week before, the total enlistments being 1,245. The Eastern division yielded with 477 and the central division was second with 248. Enrollments in the Southern divisions were 244 and in the Western division 19.

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